

323
Plant



Line

IDEAL TOURISTS' ROUTE
BETWEEN THE

UNITED STATES

AND THE

MARITIME PROVINCES

NOVA SCOTIA,

CAPE BRETON,

PRINCE EDWARD ISLAND

AND NEWFOUNDLAND.



SHORTEST, CHEAPEST AND ONLY LINE
WITHOUT CHANGE BETWEEN

BOSTON
AND **HALIFAX, HAWKESBURY,**
CHARLOTTETOWN
AND **SYDNEY.**

M. F. PLANT,

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"La Grande Duchesse,"

A SHIP WITHOUT ITS PEER IN EASTERN WATERS.

FITTED WITH EVERY MODERN APPLIANCE KNOWN TO THE ART OF SHIPBUILDING.



MOST luxurious furnishings, and in good taste—from the staterooms *en suite* to the berths in the cabin. She is also the largest ship in service between the United States and Maritime Provinces, having a license to carry nine hundred passengers.

Gosford Feb 2009 # 275 000

The Great Summer Tourist Route

... BETWEEN ...

BOSTON AND NOVA SCOTIA, CAPE BRETON, PRINCE EDWARD ISLAND AND NEWFOUNDLAND.



STEAMSHIP "HALIFAX."

STANCH and elegantly appointed sea-going steamships make frequent trips during the season of pleasure travel between Boston and Halifax, Hawkesbury, Charlottetown and Sydney. Service is also performed during the season of navigation (approximately May 1st to December 1st), to and from Hawkesbury and Charlottetown, and throughout the year between Boston and Halifax. Folders, giving current schedules in detail, may be obtained at all principal ticket offices, or by mail request to any Plant Line Agent.

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THE STRAITS OF CANSO.

A FITTING climax to the charming sail along the Nova Scotia coast eastward from Halifax is the trip through the Straits of Canso. From the time the steamer rounds Cranberry Island and enters Canso Bay until she passes through St. George's Bay, a distance of about sixty miles, there is an ever-changing panorama of bright scenes most pleasing to the eye. On either hand may be seen little white villages nestling among the hills, and as the steamer



glides along, now and then a church spire peeps out over the surrounding highlands, as an indication that a village is "just coming out," as they say in nautical parlance. The narrow passage of the Straits begins at Sand's Point and continues for a distance of about twenty miles to Cape Jack. It is through this section that the scenery is most attractive, and it has been likened by many to the Highlands of the Hudson. It would seem hazardous to the ordinary landsman to attempt to navigate these waters with ships the size of those of the Plant Line, but the depth of water is sufficient to float the largest ocean-going steamer. In fact, not long since, it was the dream of some student of progress to establish a port on the Nova Scotia shore of the Straits which was to revolutionize the European steamship trade, saving days of time over sailings direct from New York or Boston, but all that, apparently, remains of the enterprise is the name "Terminal City." Midway in the Straits is Mulgrave, on the Nova Scotia shore, and opposite is Hawkesbury, Cape Breton; the latter being the calling port of the Plant Line. Here connection is made with the Bras d'Or Steamboat Co. for Baddeck and all points on the celebrated Bras d'Or Lakes, including the Sydnies, and with steamers for Arichat, Canso and Guysboro. Connection is also made by ferry to Point Tupper with the Intercolonial R'y, for all points in Cape Breton. Hawkesbury is a pleasant place at which to spend a few

days or even weeks. Its hotels are comfortable and the prices very moderate. There is plenty of opportunity for boating, either rowing or sailing, and competent persons are always available, with good outfit. The fishing is also good, both in the Straits and brooks near by. The drives are something grand. The roads are good and the scenery delightful. The most popular is that along the shore of the Straits to Hastings, always in sight of the water. Added to these is the quiet restful atmosphere, which makes the place so attractive to the pleasure seeker. Hawkesbury is a busier place than one would imagine from its first appearance. Large quantities of fish and lobsters are brought here from the smaller ports in the vicinity and find their way to the American markets through the agency of the Plant Line. Leaving Hawkesbury, the steamer plows her way up the Straits, past Cape Porcupine and Cape Jack on the west and Port Hastings on the east. It is here that the ocean cable connections cross the Straits on their way to Sydney overlaid. Beyond, the steamer enters the broad expanse of St. George's Bay. In the distance may still be seen the Nova Scotia shore, and with the little fishing smacks flitting to and fro, and now and then a coaster lazily lounging along, makes a delightful marine picture.

PRINCE EDWARD ISLAND.

Like a transformation scene, as the shores of Cape Breton gradually disappear from view astern, those of Prince Edward Island begin to make their appearance on the horizon ahead as the ship goes on, and it is not long before the charming landscape of the "Garden Island of the Gulf" is fairly presented to one's vision. The sail thence to Charlottetown is no less interesting than that already passed. The color of the soil of the island is red, which, with the nestly-painted farm buildings and dwellings, the green fields and verdure-clad hills, adds new lustre to the constantly changing views.



STRAITS OF CANSO, SHOWING "PORCUPINE" ON THE LEFT, LOOKING NORTH.

The entrance to Charlottetown harbor is very interesting. On the left is St. Peter's, and on the right Governor's Island. The narrow channel is commanded by "Black House" Light, and excellent range lights are well located on shore across the inner harbor, making navigation comparatively easy either day or night. Charlottetown has a population of about 15,000, and is the chief city on the island. It is the seat of Prince Edward Island Government, and quite pretentious. Parliamentary buildings are included in the list of public buildings. It has numerous churches, including all leading denominations. The people are celebrated for their hospitality, it being no uncommon occurrence for a stranger to be entertained by some of the most prominent merchants without previous acquaintance or introduction. It is also a standing resolution in the Board of Trade to look after strangers, and make their stay as pleasant as possible. Market days, which occur every Tuesday and large building in the sively. Here one may raw material to the and chickens so cheap have stolen them; but learned to steal in this The Prince Edward lottetown to Tignish, to Georgetown and through some of the Too much cannot be island. It is a rev- withi evergreen style, instead of This, however, is as possible. Market days, which Friday, are the events of the week. A square is devoted to this purpose exclud- ing anything in the food line, from the cooked product,—meats of all kinds, that it seems as though someone must this is not so, for they have not yet land "flowing with milk and honey." Island Railway extends from Char- at the northern end of the island, and Souris, on the south. It passes most beautiful scenes imaginable. said in praise of the scenery of this elation to see great farms enclosed hedges, after the old English the commonplace stone wall, a necessity with Prince Edward Islanders, as it is said there is not sufficient stone on the island for building purposes. Outside of Charlottetown the North Shore is undoubtedly the greatest rendezvous for tourists. There are numerous hotels and boarding houses, reached either by carriage all the way from Charlottetown, or part way by train. Fish-



BLACK HOUSE LIGHT, ENTRANCE CHARLOTTETOWN HARBOR.

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ONE OF CHARLOTTETOWN'S CHURCHES.

ing, shooting, bathing, boating and golf are among the attractions at these resorts.

This 1,400-mile sea trip is the longest, cheapest and most delightful of any which can be made in one week from an American port without going to Europe, and the opportunity of visiting Prince Edward Island combine to make it a popular outing. For those who have only a week to spare for vacation pleasures, no trip can be compared to this for variety, health-giving features or economy. The round-trip fare from Boston is but \$18, with an additional charge for state-room berths and meals, that are reasonable. So that \$30 to \$40 is an amount sufficient to cover the entire week's outing, including carriage rides in Halifax and Charlottetown, and a few appropriate souvenirs of the outing.

Now that the service has been increased to two trips per week, by the addition of "La Grande Duchesse" to that of the "Halifax," the interest in this trip is greater than ever. "La Grande Duchesse" is by far the largest and finest appointed vessel sailing to the Provinces, and the "Halifax" by no means lacks favoritism. The latter is noted for her regularity and staunch seaworthiness, and many a tourist has returned singing the praises of the "Halifax."



DOMINION BUILDING, CHARLOTTETOWN.

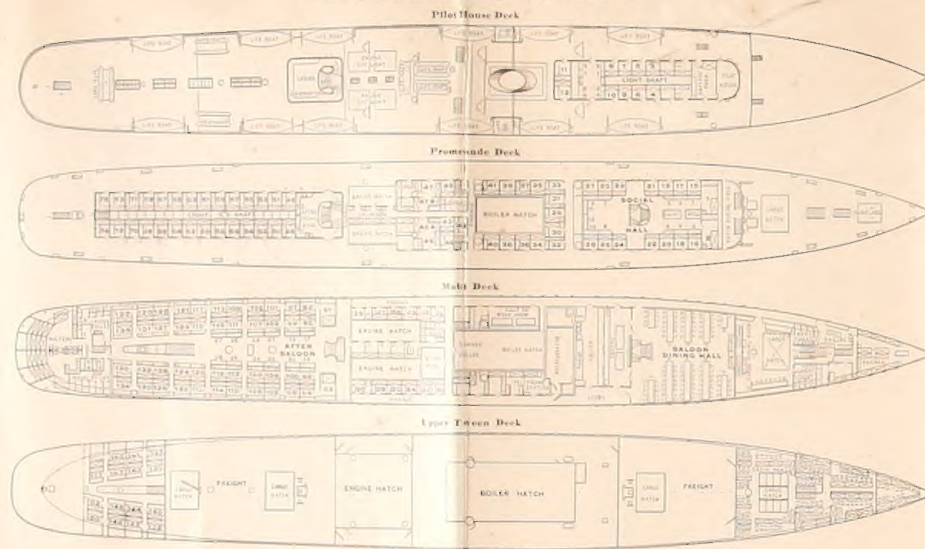


MARKET SQUARE, CHARLOTTETOWN.



PASTORAL SCENE, PRINCE EDWARD ISLAND.

CABIN PLANS S. S. "LA GRANDE DUCHESSE."



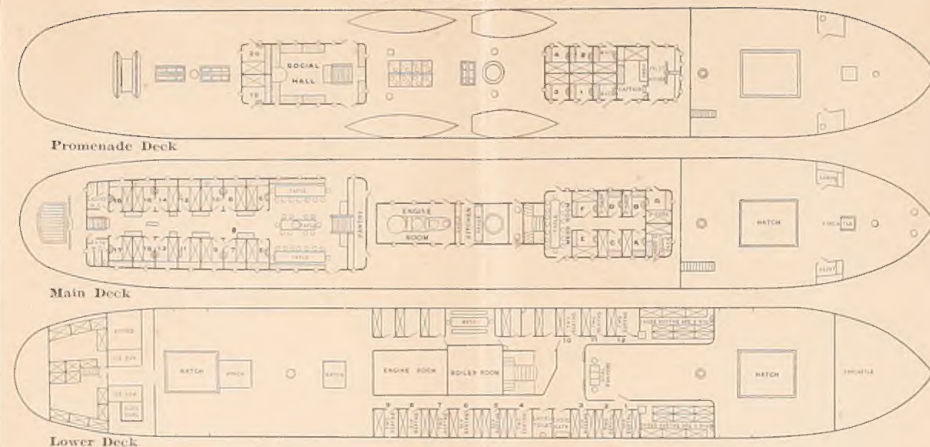
RATES FOR STATEROOMS AND BERTHS.

Passengers holding First-Class Tickets can purchase Staterooms and Berths at the following rates:

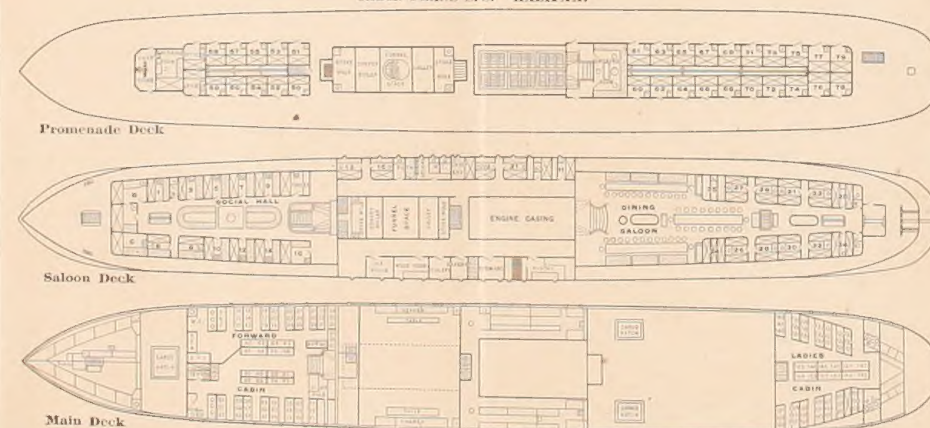
ROOMS.	Between Boston and Halifax.	Between Boston, Exeterbury and Charlottetown.	ROOMS.	Between Boston and Halifax.	Between Hawkesbury and Charlottetown.
Steamship "LA GRANDE DUCHESSE."			Steamship "HALIFAX."		
11 and 17 with bath (not more than four passengers in room).	\$12.50	\$10.00	1, 2, 3, 24 and 25, inclusive, each berth.	\$1.00	\$1.50
1 and 7, 11 and 17 (not more than three passengers in room).	7.00	5.00	60 to 79, inclusive, each berth.	1.50	2.00
11 and 17 (not more than two passengers in room).	5.00	3.00	80 to 100, inclusive, each berth.	2.00	2.50
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MEALS.—Steamship "La Grande Duchesse," European Plan; Steamships "Halifax" and "Florida," American Plan.
BREAKFAST or SUPPER, 50 cents; DINNER, 75 cents.

CABIN PLANS S. S. "FLORIDA."

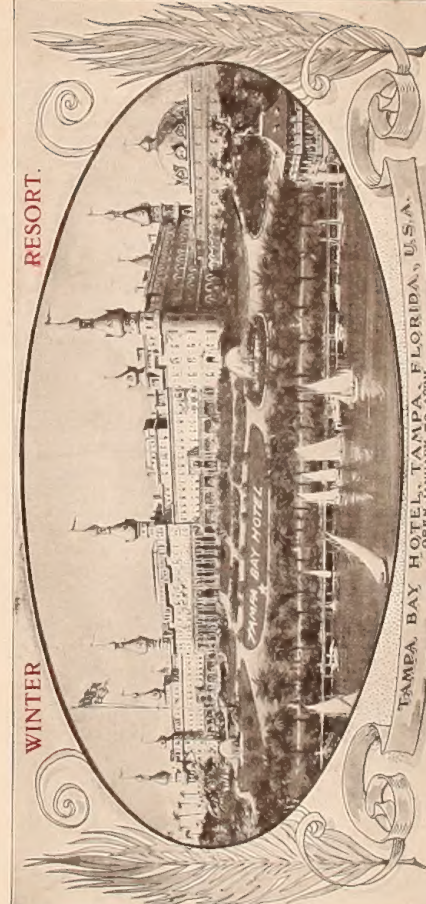


CABIN PLANS S. S. "HALIFAX."



RESORT.

WINTER.



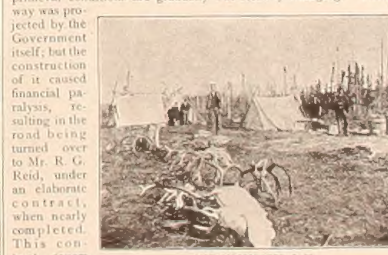
NEWFOUNDLAND.

IT IS a curious fact that of all the mineral wealth and great resources contained within the island of Newfoundland so little should have been known about it, or, at least, what has been known by a few should not have been taken advantage of long before. As a matter



DEVIL'S DANCING POINT, HUMBER RIVER.

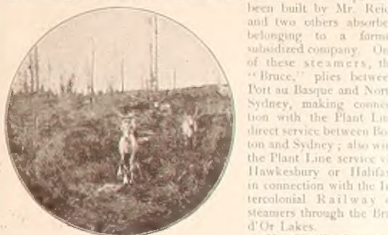
of course, the natives have been content to dwell along the shores and depend almost entirely upon the fisheries for a livelihood, and allow the interior to remain practically an uninhabited country, except by the denizens of the forest. They certainly have made much of this animal paradise, for the Newfoundland deer or caribou abound in great numbers. The streams, also, every one of which teems with salmon and the speckled trout, remain to this day well-nigh unexplored. It is said the natives have very little use for trout, calling them soft; and their estimate of the value of fish culture is confined to the cod. With the advent of the Newfoundland Railway, these primeval conditions are gradually but steadily changing. The railway was projected by the Government itself, but the construction of it caused financial paralysis, resulting in the road being turned over to Mr. R. G. Reid, under an elaborate contract, when nearly completed. This contract covers



NOT AN ISOLATED CASE.



extensive land grants for mining or manufacturing purposes, and provides, among other things, for the operation of all the subsidized steamship lines between ports around the island, and to Nova Scotia and Labrador. In accordance therewith, four new steamships have been built by Mr. Reid, and two others absorbed belonging to a former subsidized company. One of these steamers, the "Bruce," plies between Port au Basque and North Sydney, making connection with the Plant Line direct service between Boston and Sydney; also with the Plant Line service via Hawkesbury or Halifax, in connection with the International Railway or steamers through the Bras d'Or Lakes.



SURPRISE PARTY.

Newfoundland contains some of the grandest and most picturesque scenery in all this beautiful world; and, now that railways and steamships are affording such easy access, it is destined to become one of the leading resort sections of the New World. The views of the Humber River, which may be seen from the car windows is particularly striking, as are those on the east coast on viewing St. John's; in fact, there is something of interest over the entire 600 miles from Port au Basque to St. John's. The railway is well equipped with cosy little sleepers, day coaches, second-class and colonist sleeping cars, as well as a favorable dining service on all through trains.

Not only is Newfoundland at present, but it will remain for a long time, the sportsman's paradise. Caribou are so prevalent, that it is not an uncommon sight to see droves of them from the car windows during the migratory seasons. They winter in the southern section of the island and go north in the summer. In the course of their travels they cross the line of the railway at various points. One of the views here shown is a snap shot near the line of the railway.



BREAKFAST HEAD, HUMBER RIVER.



HALIFAX.

TOURISTS should certainly include Halifax in their itinerary. It is a city full of historic interest, and, while it is an entrepôt, a busy place, many of the customs are more in keeping with the cities of the mother country than any other in the



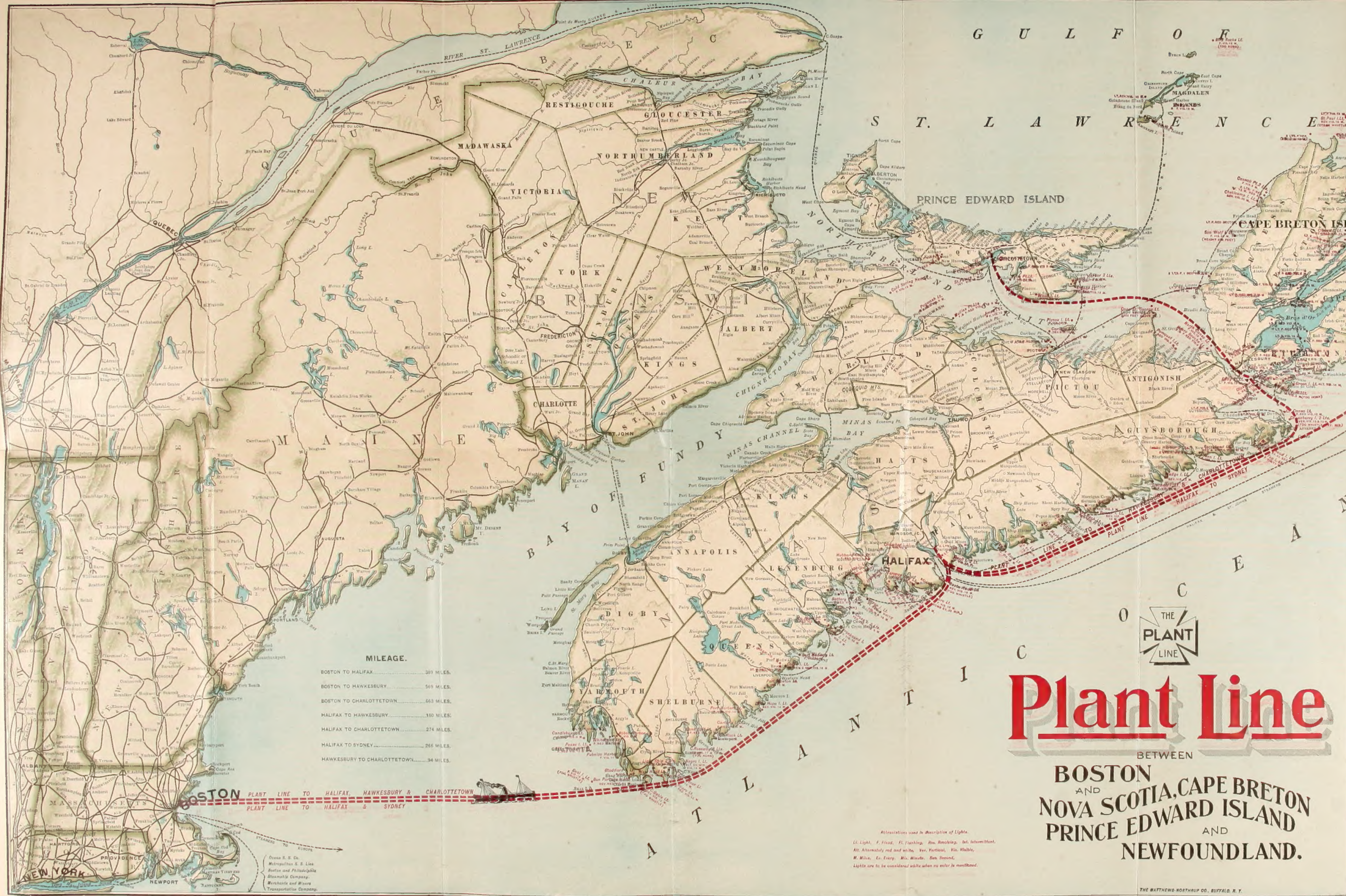
ENTRANCE FRONT, PARLIAMENT BUILDING.

Presence. The hospitality of its people is well known, and the American traveler is sure to receive a warm welcome. Halifax is justly proud of their Public Gardens, and Plant Pleasant Park, only its miles of more and more roads, affords much pleasure to those interested in driving and bicycling. The Citadel, which is the principal feature in the wonderful fortifications of Halifax Harbor, at least the one most visible, attracts the attention of every visitor. The public buildings, including those of Parliament, are well worth inspection. The latter may be seen the "Citadel," constructed originally for the use of the Royal Artillery, and now used for royal receptions. Here also are celebrated portraits of the kings and queens of England, considered masterpieces. The Green Market is another attraction which one should not miss. On certain days of the week the country folk come with their products and establish themselves on the streets and sidewalks adjacent to the market. Their wares consist of fruit, vegetables and flowers, and the vendors avoid women and



"THE MICMAC INDIANS AT THE GREEN MARKET."

white men and black. Not the least attractive are the Micmac Indians, with their display of beaver and needle work. Many tourists find ideal souvenirs in their displays.

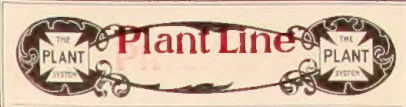


MILEAGE.

BOSTON TO HALIFAX	389 MILES.
BOSTON TO HAWKESBURY	565 MILES.
BOSTON TO CHARLOTTETOWN	643 MILES.
HALIFAX TO HAWKESBURY	180 MILES.
HALIFAX TO CHARLOTTETOWN	274 MILES.
HALIFAX TO SYDNEY	286 MILES.
HAWKESBURY TO CHARLOTTETOWN	94 MILES.

Plant Line

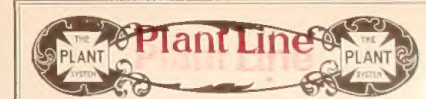
BETWEEN
BOSTON
AND
NOVA SCOTIA, CAPE BRETON
PRINCE EDWARD ISLAND
AND
NEWFOUNDLAND.



most beautiful salt-water lakes I have ever seen, and more beautiful than I had imagined a body of salt water could be. If the reader will take the map, he will see that two narrow estuaries, the Great and Little Bras d'Or, enter the Island of Cape Breton, on the rugged northeast coast, above the town of Sydney, and flow in, at length widening out and occupying the heart of the island. The water seeks out all the low places and runs the interior, running away into lovely bays and lagoons, leaving slender tongues of land and picturesque islands, and bringing into the recesses of the land, to the remote country farms and settlements, the flavor of salt and the fish and mollusks of the briny sea. There is very little tide at any time, so that the shores are clean and slightly, for the most part like those of fresh-water lakes. It has all the pleasantness of a fresh-water lake, with all the advantages of a salt one. In the streams which run into it are the speckled trout, the shad and the salmon; out of its depths are hauled the cod and the mackerel, and in its bays fatten the oyster. These irregular lakes are about 100 miles long, if you measure them skillfully, and in some places ten miles broad; but so



island are they that I am not sure but one would need, as I am allowed, to ride 1,000 miles to go around them, following all its innumerable turns and turns. The journey up through the lakes from St. Peter's Canal occupies a full day, for there are many landings to be touched at and many miles of tortuous course to be followed in reaching them. At each place there is an interchange of passengers and many quaint sights to be seen. The trip is one of ever-changing interest, for when the ever-present panorama of lovely scenery is not engaging attention it is some unusual, quaint picture of human interest.



CAPE BRETON AND THE BRAS D'OR LAKES.

THE VISITOR to the Provinces should not fail to spend a portion of his time on Cape Breton. It may be reached either by the Plant Line in Hawkesbury or Sydney. From either point the chief places of interest in the interior may be reached by rail or by boat. The latter is from every point of consideration the most interesting, the route being from Hawkesbury around a point of Cape Breton, and through a beautiful archipelago of islands to St. Peter's Canal, which connects the Bras d'Or Lakes at their western and southern ends with the Atlantic. This four hours' trip is made upon a most comfortable steamer, and is full of attractive features from the start to the finish.



The panorama of island and sea is ever changing, and the journey may be compared to that on the St. Lawrence through the Thousand Islands. The steamer touches at several little villages, whose white-painted, scattering cottages look from a distance, as Charles Duddy Warner has so happily said, "Like a flock of sheep on the hillside," and then, passes through the locks and canal into the Bras d'Or, and thence through the lakes to Sydney and North Sydney, touching at Baddeck, Whycocomagh and other points en route. Mr. Warner, whose delightful and interesting little book, "Baddeck and that Sort of Thing," has been for years a classic in the literature of travel, says of the Bras d'Or Lakes: "They are the

The most important places on the Bras d'Or Lakes are Whycocomagh (pronounced by the natives 'Whycum' 'Whycum' 'Whycum' and Baddeck. The latter has attained quite a degree of fame through Mr. Warner's widely-read book, but, oddly, because upon an aristocratic colony of summer residents have several beautiful homes here.

Mr. Warner, to quote his again, says: "Having obtained the quiet of Baddeck on Sunday to religion, we did not know what to lay the quiet on Monday, but its pastimes were abundant. I have no doubt that the farmers began to farm, and the mowers to mow, and the sailors to sail, but the warm felt that he has come to a haven of rest." This was written twenty odd years ago, but it is the same Baddeck to-day. You will find the same delightful air of quiet and repose everywhere manifest, and you can, not as then, but every the same beautiful expanse of picturesque water with its fading of purple hills. You may imagine that deliciously cool and sunny-landed of sea and headland—and spend days or weeks in this dramatic and health-giving paradise, where the very living is a joy.

The country around about Baddeck is a most picturesquely mild and beautiful region. No one who can afford the time should fail to spend several days, or, better, weeks, in exploring it. The Bras d'Or Lakes connect with the ocean at their eastern end, through two long arms or channels, and near the confluence of ocean and sea are located the towns of Sydney and North Sydney. Here is the center of the enormous coal interests of Cape Breton, and all about are the mines from which hundreds of thousands of tons are taken annually.

A new industry, which will do much to make Sydney a leading commercial center, is the Dominion Iron and Steel Company, whose enormous plant, costing millions, is now nearly completed. The Nova Scotia Steel Company also contemplates an immense plant at North Sydney, and it is this great industrial boom that has made it necessary for the establishment of direct steamship service between Boston and Sydney, which the Plant Line has recently put in operation.

About thirty miles from Sydney, reached by railway, is Lunenburg, a place full of historic interest familiar to every school boy, and one well worth the attention of tourists. Lack of space alone prevents a description of the Mym River and other interesting scenes in the vicinity of Sydney, but which should not be overlooked by the pleasure seeker.



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